DOCUMENT FOR INCOMPLETE VEHICLE APPLICABLE TO THE 2019 MODEL YEAR COLORADO/CANYON MID-SIZE TRUCKS

General Motors, Renaissance Center
P.O. Box 300
Detroit, Michigan 48265-3000
www.gm.com

DO NOT REMOVE

THIS DOCUMENT MUST REMAIN WITH THIS VEHICLE UNTIL IT IS CERTIFIED AS A COMPLETED VEHICLE

PLACE LABEL HERE

The Label affixed here includes the following information:

- the name of the incomplete vehicle manufacturer;
- the month and year the incomplete vehicle manufacturer performed its last manufacturing operation on the incomplete vehicle;
- the vehicle identification number (VIN);
- the Gross Vehicle Weight Rating (GVWR) expressed in kg (lb), intended for the vehicle when it is a completed vehicle;
    - the Gross Axle Weight Rating (GAWR) expressed in kg (lb), intended for each axle of the vehicle when it is a completed vehicle, listed in order from front to rear.

This document is furnished as required by the Canada Motor Vehicle Safety Act and United States (U.S.) Federal Motor Vehicle Safety Regulations (FMVSR) to aid intermediate and final stage manufacturers in their determination of conformity of the completed vehicle with applicable Canada Motor Vehicle Safety Standards (CMVSS) and U.S. Federal Motor Vehicle Safety Standards (FMVSS). Also included are instructions which must be followed in order to assure that Environmental Protection Agency (EPA) and California Air Resources Board (CARB) emission certification requirements and U.S. National Highway Traffic Safety Administration (NHTSA) Fuel Economy Regulations and Environmental Protection Agency (EPA) Greenhouse Gas Regulations are met.

This document is not a substitute for knowledge and understanding of the requirements of the Canada Motor Vehicle Safety Act, Federal Motor Vehicle Safety Regulations (FMVSR), or applicable Canada Motor Vehicle Safety Standards (CMVSS) and Federal Motor Vehicle Safety Standards (FMVSS). Intermediate and final stage manufacturers should be familiar with the Regulations and Standards referred to above to be aware of their specific responsibilities as they relate to the final destination and sale of each incomplete vehicle.

Any intermediate or final stage manufacturer making material alterations to this incomplete vehicle during the process of manufacturing the complete vehicle should be constantly vigilant to recognize all the effects, either direct or indirect, on other components, assemblies or systems caused by any alteration. No alteration should be made to the incomplete vehicle that either directly or indirectly results in any component, assembly or system being in nonconformance with any applicable Canada Motor Vehicle Safety Standard or Federal Motor Vehicle Safety Standard or any Emission Regulation or Fuel Economy/Greenhouse Gas Regulation.

The statements contained in this Incomplete Vehicle Document are accurate as of the date of manufacture of the Incomplete Vehicle and can be relied on by any intermediate and/or final stage manufacturer as a basis for certification.

Printed in U.S.A. 2019 PART NO. 84137469

INTRODUCTION

This document contains information relative to conformance of this incomplete vehicle with the following:

Part I - FEDERAL MOTOR VEHICLE SAFETY STANDARDS AND CANADA MOTOR VEHICLE SAFETY STANDARDS

Part II - U.S. ENVIRONMENTAL PROTECTION AGENCY, STATE OF CALIFORNIA, AND CANADIAN EMISSION REQUIREMENTS AND NHTSA FUEL ECONOMY REQUIREMENTS

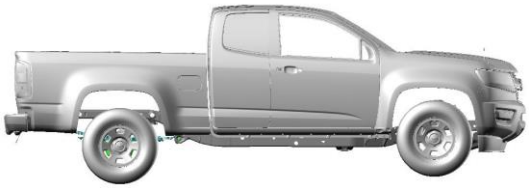
PART I

For the Colorado/Canyon Mid-Size Chassis Cab, refer to Part I, Chart A that follows. This section contains a list of Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS), followed by a section entitled "Statements Regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS)". In the latter section, an appropriate statement of applicability is made for each standard, and by vehicle type, as it relates to the incomplete vehicle.

Basic Colorado/Canyon Mid-Size Type Chassis Cab Incomplete Vehicle
TYPE: Truck

Normally complete type Colorado/Canyon Mid-Size Pickup Vehicles that follow, along with the basic type incomplete Colorado/Canyon Mid-Size Chassis Cab above that are built with specific Regular Production Option (RPO) or Special Equipment Option (SEO) may require additional statements of applicability. If required, the additional statements will be found under each affected CMVSS and/or FMVSS Standard.

Normally Complete Colorado/Canyon Mid-Size Type Vehicle
Pick-up
TYPE: Truck



The identifiers TYPE 1, TYPE 2 or TYPE 3 prefix the statements (of applicability) regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS). "Examples" of these statements follow:

TYPE 1 A statement that the vehicle when completed will conform to the standard if no alterations are made in identified components of the incomplete vehicle. EXAMPLE: This vehicle when complete will conform to CMVSS 104 and FMVSS No. 104, Windshield Wiping and Washing Systems, if no alterations are made in the windshield wiper components.

TYPE 2 A statement of specific conditions of final manufacture under which the manufacturer specifies that the completed vehicle will conform to the standard. EXAMPLE: This vehicle when completed will conform to CMVSS 121 and FMVSS 121, Air Brake Systems, if it does not exceed any of the gross axle weight ratings, if the center of gravity at GVWR is not higher than ## feet above the ground, and if no alterations are made to any brake system component.

TYPE 3 A statement that conformity with the standard cannot be determined based upon the components supplied on the incomplete vehicle, and that the incomplete vehicle manufacturer makes no representation to conformity with the standard.

In accordance with the requirements of Canada Motor Vehicle Safety Regulations, and Federal Motor Vehicle Safety Regulations Part 568.4, the following information is included on the label affixed to the front cover of this document:

- the name of the incomplete vehicle manufacturer;
- the month and year the incomplete vehicle manufacturer performed its last manufacturing operation on the incomplete vehicle;
- the vehicle identification number (VIN);
- the Gross Vehicle Weight Rating (GVWR) expressed in kg (lb.), intended for the vehicle when it is a completed vehicle;
- the Gross Axle Weight Rating (GAWR) expressed in kg (lb.), intended for each axle of the vehicle when it is a completed vehicle, listed in order from front to rear.

In addition, the final stage manufacturer is responsible under Canada Motor Vehicle Safety Regulations, and Federal Motor Vehicle Safety Regulations and Part 567.5, to place the GVWR and the GAWR of each axle, on the Final Vehicle Certification Label. Required on label is the "Gross Vehicle Weight Rating" or "GVWR" followed by the appropriate value in kilograms and (pounds), which shall not be less than the sum of the unloaded vehicle weight, rated cargo load, and 68 kg (150 lb.) times the number of the vehicle's designated seating positions, if known. However, for school buses the minimum occupant weight allowance shall be 54.4 kg (120 lb.) per passenger and 68 kg (150 lb.) for the driver.

Unloaded Vehicle Weight means the weight of a vehicle with maximum capacity of all fluids necessary for operation of the vehicle, but without cargo or occupants or accessories that are ordinarily removed from the vehicle when they are not in use.

During the completion of this vehicle, GVWR and GAWR may be affected in various ways, including but not limited to the following:

- The installation of a body or equipment that exceeds the rated capacities of the Incomplete Vehicle.
- The addition of designated seating positions that exceed the rated capacities of the Incomplete Vehicle.
- Alterations or substitution of any components such as axles, springs, tires, wheels, frames, steering and brake systems that may affect the rated capacities of the Incomplete Vehicle.

On page 2 before each vehicle illustration and after the word TYPE, is a list of types of vehicles into which the incomplete vehicle is designed to be manufactured.

If supplemental technical information is required to support this document, submit a request via the "Contact Us" page on the GM Upfitter Integration website located at www.gmupfitter.com

PART I – CHART A

LIST OF CANADA MOTOR VEHICLE SAFETY STANDARDS (CMVSS) AND
FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS),
APPLICABLE TO THE COLORADO/CANYON MID-SIZE CHASSIS CAB OR PICK-UP.
SEE STATEMENTS REGARDING CMVSS AND FMVSS ON PAGES THAT FOLLOW

CMVSS NO.	FMVSS NO.	TITLE	CHASSIS CAB	PICK-UP
1106	-	Exterior noise	1	1
ICES-002	-	Canada interference causing equipment standard	1	1
101	101	Controls and displays	1	1
102	102	Transmission shift position sequence, starter interlock, and transmission braking effect	2,3	2,3
103	103	Windshield defrosting and defogging systems	1	1
104	104	Windshield wiping and washing systems	1	1
106	106	Brake hoses, hydraulic, air and vacuum	1	1
108	-	Daytime running lamps	1	1
108	108	Lamps, reflective devices and associated equipment	2,3	1
110	110	Tire selection and rims for motor vehicles with a GVWR of 4536 kg (10,000 lb.) or less	2	2
111	111	Rearview visibility	1,3	1,3
113	113	Hood latch system	1	1
114	114	Theft prevention and rollaway prevention	1	1
115	-	Vehicle identification number	1	1
116	116	Motor vehicle brake fluids	1	1
118	118	Power operated window, partition and roof panel systems	1	1
124	124	Accelerator control systems	1,3	1,3
-	125	Warning devices designed to be carried in motor vehicles	1	1
126	126	Electronic stability control systems	2	2
135	135	Light vehicle brake systems	2	2
-	138	Tire pressure monitoring systems	2	2
201	201	Occupant protection in interior impact	1,3	1,3
202	202A	Head restraints	1,3	1,3
203	203	Impact protection for the driver from the steering control system	1,3	1,3
204	204	Steering control rearward displacement	2,3	2,3
205	205	Glazing materials	1	1
206	206	Door locks and retention components	1	1
207	207	Seating systems	1,3	1,3
208	208	Occupant crash protection	2,3	2,3
209	209	Seat belt assemblies	1,3	1,3
210	210	Seat belt assembly anchorages	1,3	1,3
210.1	-	Tether anchorages for restraint systems	1,3	1,3
210.2	-	Lower universal anchorage systems for restraint systems and booster cushions	1,3	1,3
212	212	Windshield mounting	2	2
213.4	213	Built-in child restraint systems and built-in booster cushions	3	3
214	214	Side impact protection	2	2
216	216a	Roof crush resistance	2	2
219	219	Windshield zone intrusion	2	2

CMVSS NO.	FMVSS NO.	TITLE	CHASSIS CAB	PICK-UP
220	220	School bus rollover protection	3	3
-	225	Child restraint anchorage systems	1,3	1,3
226	226	Ejection Mitigation	1	1
301	301	Fuel system integrity	2	2
301.1	-	LPG fuel system integrity	3	3
302	302	Flammability of interior materials	1,3	1,3
301.2	303	CNG fuel system integrity	3	3
-	304	Compressed natural gas fuel containers	3	3
-	403	Platform lift systems	3	3
-	404	Platform lift installations in motor vehicles	3	3

- TYPE 1, 2 or 3 numbers to the right hand side of the table above designate the appropriate paragraph in the CMVSS or FMVSS standards that follow.

Statements Regarding Canada Motor Vehicle Safety Standards (CMVSS), and Federal Motor Vehicle Safety Standards (FMVSS)

CMVSS 1106 – EXTERIOR NOISE
Applies to all types of Incomplete Vehicles Contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

A. This incomplete vehicle, when completed, will conform to the above standard providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

Air Induction System (tuning elements)
Alternator
Axles/halfshafts/propshaft
Components for AWD system (axle, propshaft, PTU)
Engine assembly
Exhaust System
Exterior noise generating devices
Exterior rearview mirror assemblies
Front of dash sound deadening material
Hood assembly including sound deadening material and seals
Intake system (Air Induction System (i.e. Air filter, Mass Air flow (MAF) sensor, ducts))
Power steering pump
Powertrain control and logic
Powertrain cooling fan and motor assemblies
Radiator/condenser assembly to body seals
Tires (including correct tire pressure)
Transmission/Transaxle assembly
Underbody shields including air deflector
Wheel house liners and shields

B. Final compliance with CMVSS 1106 is the responsibility of the final stage manufacturer for any modifications, added material, components, or systems.

INTERFERENCE CAUSING EQUIPMENT STANDARD (CANADA ONLY) – ICES-002
Applies to all types of Incomplete Vehicles Contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles with spark ignition engines contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to the performance requirements of the above standard provided no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Ignition coil(s)
Ignition wires & plugs
Spark plug wires
VCM/PCM/ECM/TCM

The final stage manufacturer must provide a statement of compliance on the Final Stage Manufacturer's Compliance Label with the following bilingual information in order to comply with Industry Canada's Interference Causing Equipment Standard ICES/NMB-002:

ICES/NMB-002

CMVSS 101 and FMVSS 101 – CONTROLS AND DISPLAYS
Applies to all types of Incomplete Vehicles Contained in this Document

TYPE 1 The following statement is applicable to all types of Incomplete Vehicles contained in this document as noted above (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 101 and FMVSS 101 providing no alterations are made which affect the size, location, identification or illumination of the controls and displays or the location, travel and type of driver's seat, as manufactured by General Motors. **If the driver's seat is installed by the intermediate or final stage manufacturer, the "H" point must be located as shown in the "Body Builder Manuals" on the GM Upfitter Integration website located at www.gmupfitter.com.**

The following controls must be operable, and the following displays for the following functions and malfunctions shall be fitted in such a manner that they are identifiable, by the driver while the driver is seated in the driver's designated seating position with the driver's seat belt fastened around the driver in accordance with the manufacturer's instructions:

Hand operated controls (if equipped):

Automatic vehicle speed (cruise control)
Clearance lamps (switch)
Clutch
Driver's sun visor
Engine start
Engine stop
Electronic stability control system "off"
Hand throttle
Hazard warning signal
Hazard warning switch
Headlamps
Headlamp high or low beam switch
Heating and air conditioning fan
Heating and air conditioning system
Horn
Identification lamps (switch)
Ignition (switch)
Illumination intensity
Manual choke
Master lighting switch
Position, side marker, end-outline marker, identification or clearance lamps
Rear window defogging and defrosting systems
Steering wheel
Taillamps
Transaxle/transmission shifter (except transfer case)
Turn signal
Windshield defogging and defrosting systems
Windshield washer (washing system)
Windshield wiper (wiping system)

Foot operated controls (if equipped):

Accelerator
Clutch
Headlamp high or low beam switch
Highbeam
Park brake pedal
Service brake pedal
Taillamp
Windshield washer (washing system)
Windshield wiper (wiping system)

Displays (if equipped):

Air brake low pressure
Air bag system readiness
Antilock brake system malfunction
Headlamp high beam
Highbeam
Low brake air pressure telltale

Battery charging condition
Brake lining wear-out condition
Brake system malfunction (Canada - ISO symbol)
Brake Pressure (system loss)
Electrical charge
Electronic stability control system "off"
Electronic stability control system malfunction
Engine coolant temperature
Engine oil pressure
Fuel level
Gross loss of brake pressure condition
Hazard warning signal
Low brake fluid condition
Low tire pressure indication (see MVSS 138)
Odometer (Canada must be metric)
Parking brake applied
Passenger air bag status
Regenerative brake system malfunction
Seat belt (unfastened telltale)
Speedometer (Canada must be metric)
Tire pressure monitoring system malfunction
Transmission control position
Turn signal(s)
Variable brake proportioning system malfunction

If the intermediate or final stage manufacturer installs any of the above controls and displays, they must also meet the requirements of this standard.

CMVSS 102 and FMVSS 102 – TRANSMISSION SHIFT POSITION SEQUENCE, STARTER INTERLOCK, AND TRANSMISSION BRAKING EFFECT
Refer to Vehicle Types, and Applicable "Mobility" Statements that follow

TYPE 2 The following statement is applicable to all incomplete vehicle types contained in this document and not equipped with a Mobility Package (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 102 and FMVSS 102 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

Automatic (AT) or Manual (MT) Transaxle/Transmission control and identification system, including but not limited to:

AT floor shift mechanism
AT gear ratios and final drive ratio
AT gear shift sequence and control logic (electrical or mechanical)
AT neutral safety switch assembly and wire
AT position indicator linkage and display
AT steering column assembly
Automatic transmission/transaxle assembly
Brake - AT interlock controls
Engine starter interlock controls
MT clutch-starter interlock system
AT or MT shift position pattern (knob, plate or label)
Vehicle wiring harnesses

TYPE 3 The following statement is applicable to all incomplete vehicle types contained in this document and equipped with a Mobility Package (unless otherwise noted on the cover).

Conformity with CMVSS 102 and FMVSS 102 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

CMVSS 103 and FMVSS 103 – WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 103 and FMVSS 103 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

Windshield defrosting and defogging systems, including but not limited to:

Chassis and instrument panel wiring harness assembly
Defroster air distributor assembly (manifold)
Defroster air duct assembly
Defroster air hoses (distributor to nozzle)
Defroster air to windshield outlet assembly (nozzle) (it affects blower speed)
Defroster outlet to heater assembly adapter
Engine control, software and calibration
Engine coolant pump
Engine water outlet thermostat assembly
Engine wiring harness
Heater and air conditioning wiring harness
Heater and defroster assembly (including motor and blower)
Heater and defroster control (electrical, mechanical, vacuum)
Heater and radiator hoses/hose assemblies
Heater blower motor speed control
Side window defroster ducts
Vacuum control hoses and electric actuators
Windshield assembly

CMVSS 104 and FMVSS 104 – WINDSHIELD WIPING AND WASHING SYSTEMS
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 104 and FMVSS 104 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

Windshield wiping and washing systems, including but not limited to:

Vehicle wiring harness and electrical controls
Washer reservoir cap
Water reservoir filler assembly
Windshield assembly
Windshield module attachments
Windshield washer fluid reservoir
Windshield washer nozzle
Windshield washing system hoses
Windshield wiper arm assembly
Windshield wiper blade assembly
Windshield wiper linkage assembly
Windshield wiper/washer control
Windshield wiper/washer motor/pump assembly

CMVSS 106 and FMVSS 106 – BRAKE HOSES, HYDRAULIC, AIR AND VACUUM
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 106 and FMVSS 106 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Hydraulic, Air, and Vacuum Brake Hoses and assemblies
Labeling requirements

CMVSS 108 – DAYTIME RUNNING LAMPS
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed will conform to the Daytime Running Lamps (DRL) requirements of CMVSS108 providing no alterations are made to the ignition switch, DRL system components or wiring, and any vehicle forward lighting as manufactured by General Motors.

CMVSS 108 and FMVSS 108 – LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT
Pick-up

TYPE 1 The following statement is applicable to pick-up types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 108 and FMVSS 108 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Back-up lamps
Body control module (BCM)
Center high mounted stop lamp
Daytime running lamps controls and wiring (Canada)
Fog lamps (if equipped)
Front side marker lamps
Front side reflex reflectors
Front turn signal lamps
Hazard warning flasher
Hazard warning signal operating unit
Headlamps
Headlamp dimmer switch
Headlamp highbeam indicator
License plate lamp
Owner Manual instructions
Park lamps
Rear side marker lamps
Rear side reflex reflectors
Rear reflex reflectors
Rear turn signal lamps
Stop lamps
Tail lamps
Trailer hitch
Trailer wiring harness
Turn signal control

NOTES: Pick-ups are equipped with a turn signal lamp failure feature. In order to maintain operation of the turn signal lamp failure feature, the LH and RH taillamp assemblies must each contain two (2) operational bulbs, of the bulb designation number as manufactured by General Motors.

CMVSS 108 and FMVSS 108 – LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT
Chassis Cab

TYPE 2 The following statement is applicable to Chassis Cab types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This Chassis Cab incomplete vehicle, when completed, will conform to CMVSS 108 and FMVSS 108 providing the following conditions are met:

A. Each of these devices installed on the incomplete vehicle have no alterations made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Back-up lamps
Body control module (BCM)
Center high mounted stop lamp
Daytime running lamps controls and wiring (Canada)
Fog lamps (if equipped)
Front side marker lamps
Front side reflex reflectors
Front turn signal lamps
Hazard warning flasher
Headlamp dimmer switch
Headlamp highbeam indicator
License plate lamp
Owner manual instructions
Park lamps
Rear reflex reflectors
Rear turn signal lamps
Stop lamps
Tail lamps
Trailer hitch

Hazard warning signal operating unit	Trailer wiring harness
Headlamps	Turn signal control

1. No part of the completed vehicle shall be installed so as to prevent any of the devices listed above from meeting their required photometric output at the specified test points. If such interference exists, the applicable devices may have to be relocated or additional devices added to meet the requirements of CMVSS 108 and FMVSS 108. Any CMVSS 108 or FMVSS 108 part shall not be painted.

2. The following additional devices must be installed on the body and meet all requirements of CMVSS 108 and FMVSS 108:

Rear side marker lamps	Rear side reflex reflectors

3. The following additional device must be installed on the body and meet all requirements of CMVSS 108 and FMVSS 108 if the body width is less than 203.2 cm (80 in) and has a GVWR of 4536 kg (10,000 lb.) or less and the original equipment center high mounted stop lamp has been removed or obstructed:

Center high mounted stop lamp

4. The following additional devices must be installed on the body and meet all requirements of CMVSS 108 and FMVSS 108 if the body width is greater than or equal to 203.2 cm (80 in):

Front clearance lamps	Rear clearance lamps
Front identification lamps	Rear identification lamps
Front turn signal lamp assembly meeting 75 cm^2 ($11.6\ in^2$) of area	Rear turn signal lamp assembly meeting 75 cm^2 ($11.6\ in^2$) of area

5. The following additional devices must be installed on the body and meet all requirements of CMVSS 108 and FMVSS 108 if the overall vehicle length is greater than or equal to 9.144 m (30 ft.):

Intermediate side marker lamps	Intermediate side reflex reflectors

TYPE 3 The following statement is applicable to Chassis Cab types of incomplete vehicles contained in this document and completed with a body width less than 203.2 cm (80 in), and equipped with a turn signal/flasher module intended for use with Light Emitting Diode (LED) tailamps, or equipped with a tailamp delete option, since either of these options will not contain a turn signal lamp failure indicator due to the "Calibration Tailamp, Single Bulb Option" not being orderable (unless otherwise noted on the cover).

Conformity with CMVSS 108 and FMVSS 108 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

CMVSS 110 and FMVSS 110 – TIRE SELECTION AND RIMS FOR MOTOR VEHICLES WITH A GVWR OF 4536 kg (10,000 lb.) OR LESS

Applies to all types of Incomplete Vehicles contained in this Document

TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 110 and FMVSS 110, providing:

A. No alterations are made which affect the function, physical or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to:

Owner Manual instructions Wheels
Tires

B. GVWR, GAWR front and rear weight ratings as listed on the Incomplete Vehicle Label affixed to the front cover of this document are not exceeded.

C. The tire and wheel information shown on the Incomplete Vehicle Document Label must be transferred to the final stage manufacturer's Certification Label and Tire Placard, providing no equipment or tire pressure changes are made, and the final stage manufacturer labels the vehicle in compliance with CMVSS 110 and FMVSS 110.

NOTE: Incomplete Vehicles referenced in this document may be shipped with reduced tire pressures for shipping purposes only.

CMVSS 111 and FMVSS 111 – REAR VISIBILITY
Applies to all types of Incomplete Vehicles contained in this Document Without Shipped Loose Mirror, or Mirror Delete options

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document, without shipped loose mirror or mirror delete options (unless otherwise noted on the cover).

The mirrors on the incomplete vehicle will conform to CMVSS 111 and FMVSS 111 providing:

A. No alterations or substitutions are made to the outside mirrors or inside mirrors furnished with the vehicle,

B. The driver's seat location is not altered,

C. The body width is not increased, and

D. The body remains symmetrical about the vehicle centerline.

E. The GVWR has not changed.

CMVSS 111 and FMVSS 111 – REAR VISIBILITY
Applies to all types of Incomplete Vehicles contained in this Document With Shipped Loose Mirror, or Mirror Delete Options

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document with shipped loose mirror, or mirror delete options (unless otherwise noted on the cover).

Conformity with CMVSS 111 and FMVSS 111 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

CMVSS 111 and FMVSS 111 – REAR VISIBILITY CAMERA SYSTEMS (FOR ALL US AND ALL CANADIAN VEHICLES COMPLETED AFTER APRIL 30, 2019)
Pick-up Trucks with a GVWR less than or equal to 4536 kg (10,000 lb)

TYPE 1 The following statement is applicable to Pick-up trucks contained in this document 4536 kg (10,000 lb) GVWR or less (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to FMVSS 111 S6.2 rear camera visibility system requirements providing there are no accessories, paint or decals added that obscure the video camera and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Body Control Module (BCM)
Camera lens and mounting
Video display
Wiring for video and camera

TYPE 3 The following statement is applicable to Chassis Cab incomplete vehicles contained in this document, 4536 (10,000 lb) GVWR or less (unless otherwise noted on the cover).

Conformity with FMVSS 111 S6.2 (rear camera visibility requirements) cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

CMVSS 113 and FMVSS 113 – HOOD LATCH SYSTEM
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 113 and FMVSS 113 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Hood latch systems, which may include but are not limited to:

Hood latch (catch) assembly
Hood latch cable release system including controls
Hood latch pilot
Hood latch striker plate (hook) and reinforcements
Hood latch support assembly

CMVSS 114 and FMVSS 114 – THEFT PROTECTION AND ROLLAWAY PREVENTION
Applies to all types of Incomplete Vehicles Contained in this Document
4536 kg (10,000 lb.) GVWR or less

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 114 and FMVSS 114 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Brake-transaxle/transmission interlock controls
Electronic Immobilizer
Engine electronics (ECM/PCM/VCM)
Engine starter interlock controls
Ignition key
Ignition key warning chime system
Owner Manual instructions
Steering column lock assembly
Transaxle/Transmission assembly
Transaxle/Transmission assembly neutral start switch and wiring

CMVSS 115 – VEHICLE IDENTIFICATION NUMBER
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 115, providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

The Vehicle Identification Number
VIN label or plate
VIN plate fasteners

CMVSS 116 and FMVSS 116 – MOTOR VEHICLE BRAKE FLUIDS
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

The hydraulic brake fluid in this incomplete vehicle, as manufactured by General Motors, will conform to CMVSS 116 and FMVSS 116 providing no alterations are made which affect the physical or chemical properties of the brake fluid.

CMVSS 118 and FMVSS 118 – POWER OPERATED WINDOW, PARTITION AND ROOF PANEL SYSTEMS
Applies to all types of Incomplete Vehicles Contained in this Document 4536 kg (10,000 lb.) GVWR or less

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).

This incomplete vehicle, if equipped by General Motors with power windows, when completed, will conform to CMVSS 118 and FMVSS 118 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Power window electrical system
Power window operating system
Power window operating system control logic
Window glazing material

Final compliance with Standard 118 is the responsibility of the final stage manufacturer for any modifications, or added material, components, or systems.

CMVSS 124 and FMVSS 124 – ACCELERATOR CONTROL SYSTEMS
Refer to Vehicle Types, and Applicable "Mobility" Statements that follow

TYPE 1 The following statement is applicable to all incomplete vehicle types contained in this document and not equipped with a Mobility Package (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 124 and FMVSS 124 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Accelerator/throttle control systems, including but not limited to:

Attachment pin, hole or ball stud to fuel injection unit throttle lever
Cable or rod, throttle or accelerator, and support bracket including seals
Cruise control module, wiring and cable (if equipped)
Electronic throttle control assembly and related wiring
Engine controller (controller, software, calibration)
Floor covering material must not be installed under pedal or within 25.4 mm (1 in) of side of pedal
Lever, throttle or accelerator and supporting bracket
Pedal-throttle or accelerator and attachments
Spring(s) - throttle or accelerator return

TYPE 3 The following statement is applicable to all incomplete vehicle types contained in this document and equipped with a Mobility Package (unless otherwise noted on the cover).

Conformity with CMVSS 124 and FMVSS 124 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

FMVSS 125 – WARNING DEVICES DESIGNED TO BE CARRIED IN MOTOR VEHICLES
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document if ordered with safety warning triangle option (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to FMVSS 125 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Safety warning triangles

CMVSS 126 and FMVSS 126 – ELECTRONIC STABILITY CONTROL SYSTEMS
Applies to all types of Incomplete Vehicles Contained in this Document
4536 kg (10,000 lb.) GVWR or less

TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).

This incomplete vehicle when completed will conform to CMVSS 126 and FMVSS 126 provided it is completed in accordance with the following specific conditions by the (intermediate and) final stage manufacturer:

A. Providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- Anti-Lock Brake, Traction Control and Electronic Stability control system, including sensors and control module
- Brake assemblies and components (service/ parking) - (i.e. power boosters, master cylinder, wheel cylinder, calipers, rotors, wheel speed sensor, wheel speed sensor wiring, brake lining etc.)
- Brake pedal, brake switch, parking brake hand lever or park brake switch and related mechanical components
- Brake system electrical controls and logic
- Gauges and warning devices, and statements
- Hydraulic brake fluid and reservoirs
- Hydraulic brake lines, fittings and routings
- Hydraulic brake valves and components
- Master cylinder-warning statement
- Owner Manual instructions
- Parking brake actuator and related mechanical components
- Power steering or vacuum lines and routing
- Power steering or vacuum pump
- Tires and Wheels
- Stability control system, including control module, sensors and software calibrations
- Steering control system including related hardware
- Suspension components (i.e. bushings, control arms, shocks, springs, sway bars)
- Vacuum brake lines, fittings and routings
- Vehicle wiring harnesses
- Wheelbases

B. GVWR, GAWR front and rear weight ratings as listed on the Incomplete Vehicle Label affixed to the front cover of this document must not be exceeded.

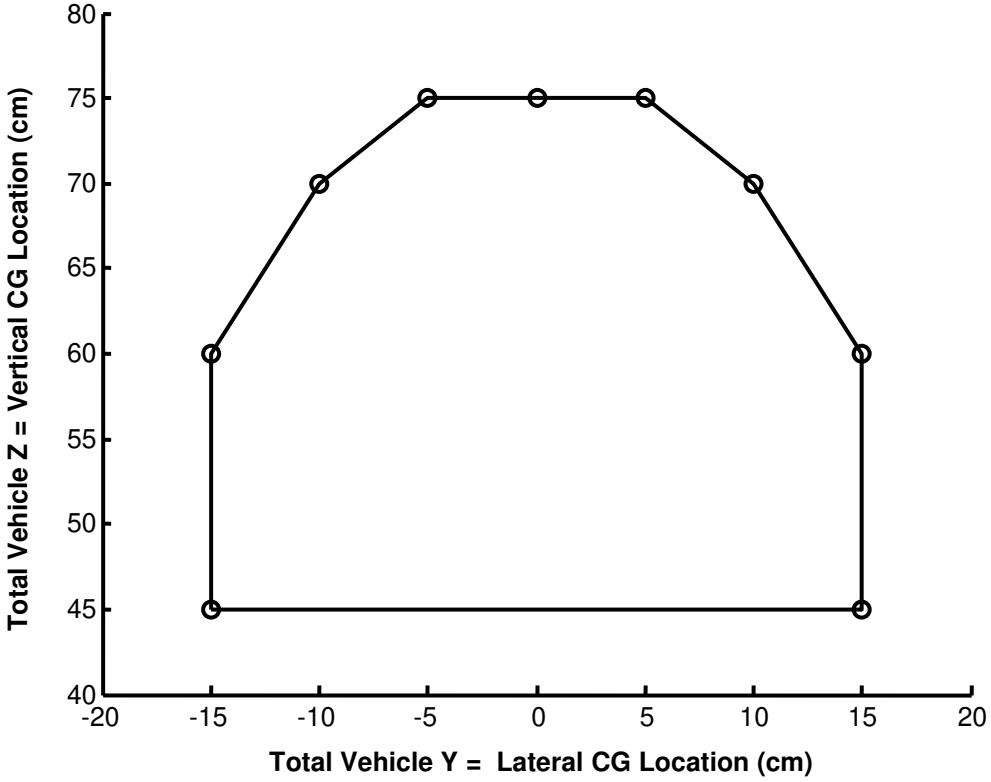
C. The Tire Pressures as listed on the Incomplete Vehicle Label affixed to the front cover of this document must be followed

D. The Maximum Completed Vehicle Unloaded (Curb) restrictions as shown in CMVSS301 and FMVSS 301 Table A, must not be exceeded.

E. The center of gravity of the total vehicle falls within the areas referenced on the CMVSS126 and FMVSS 126 Compliance Certification "X = Longitudinal, Y = Lateral and Z = Vertical Center of Gravity (CG) Restrictions" charts that follow. Instructions for determining the allowable center of gravity variation are listed below:

12M53/T2M53 (Extended Cab), P265/70R16 All Season Tire CMVSS 126 and FMVSS 126 Compliance Certification "X = Longitudinal, Y = Lateral and Z = Vertical Center of Gravity (CG) Restrictions"						
@ Maximum X Longitudinal CG Location from Front Axle $^{C}_{L}$ cm (in)	**Model Identification**	**@ Y – Lateral CG Offset Location cm (in)**				
		-10 (-3.9)	**-5 (-2)**	**0**	**5 (2)**	**10 (3.9)**
115.0 (45.3)	12M53 /T2M53	71.4 (28.1)	75.0 (29.5)	77.5 (30.5)	75.0 (29.5)	71.4 (28.1)
125.0 (49.2)	12M53 /T2M53	71.4 (28.1)	75.0 (29.5)	77.5 (30.5)	75.0 (29.5)	71.4 (28.1)
135.0 (53.1)	12M53 /T2M53	71.4 (28.1)	75.0 (29.5)	77.5 (30.5)	75.0 (29.5)	71.4 (28.1)
145.0 (57.0)	12M53 /T2M53	71.4 (28.1)	75.0 (29.5)	77.5 (30.5)	75.0 (29.5)	71.4 (28.1)
155.0 (61.0)	12M53 /T2M53	71.4 (28.1)	75.0 (29.5)	77.5 (30.5)	75.0 (29.5)	71.4 (28.1)
165.0 (65.0)	12M53 /T2M53	69.2 (27.2)	75.0 (29.5)	77.5 (30.5)	75.0 (29.5)	69.2 (27.2)
175.0 (69.0)	12M53 /T2M53	69.2 (27.2)	72.1 (28.4)	75.8 (29.8)	72.1 (28.4)	69.2 (27.2)
185.0 (73.0)	12M53 /T2M53	69.2 (27.2)	72.1 (28.4)	75.8 (29.8)	72.1 (28.4)	69.2 (27.2)
		^^^ Maximum Z – Vertical CG Height Restriction Values ^^^				
		NOTE: Minimum Z – Vertical Height Restriction Value is 30.5 cm (12 in) for all models above				

CMVSS 126 and FMVSS 126 Compliance Certification
Y = Lateral and Z = Vertical Center of Gravity Restriction
Visual Representation <u>EXAMPLE</u> shown in centimeters



For upfitter use and applicable to CMVSS 126 and FMVSS 126, the longitudinal and vertical vehicle center of gravity location can be approximated by following the formula below and by referencing data elements within CMVSS 105 and FMVSS 105 – HYDRAULIC AND ELECTRIC BRAKE SYSTEMS or CMVSS 135 and FMVSS 135 LIGHT VEHICLE BRAKE SYSTEMS, … ALLOWABLE CENTER OF GRAVITY CHARTS.

$$d = \frac{[Wrc + Wrb]\ WB}{Wt}$$

$$h = \frac{[h1*Wc + h2*Wb}{Wt}$$

d	=	horizontal distance from front wheels to completed vehicle center of gravity cm (in)
h	=	vertical distance from ground to completed vehicle center of gravity cm (in)
Wrc	=	rear component of Chassis weight kg (lb.)
Wrb	=	rear component of body weight kg (lb.)
WB	=	vehicle wheelbase cm (in)
Wt	=	total weight of chassis and body kg (lb.)
h1	=	center of gravity height from ground of the Bare Chassis: Based on model applicability, refer to the h1 values listed in this document within: CMVSS 105/FMVSS 105 - HYDRAULIC AND ELECTRIC BRAKE SYSTEMS, or CMVSS 135/FMVSS 135 - LIGHT VEHICLE BRAKE SYSTEMS.
Wc	=	total weight of vehicle as manufactured by General Motors kg (lb.)
h2	=	center of gravity height of body from ground cm (in)
Wb	=	total weight of body kg (lb.)

In addition, the equation to calculate the lateral vehicle center of gravity location from center of vehicle can be estimated by using the following formula:

lateral offset from centerline of vehicle = [{(RF corner weight kg (lb.) + RR corner weight) kg (lb.) / (total vehicle weight kg (lb.))} - 0.5] * vehicle track width of 152 cm (59.8 in)

If the lateral offset from centerline of vehicle calculation above results in a positive number, the lateral vehicle offset center of gravity is toward the right side (passenger) of the vehicle.

Alternatively, if the lateral offset from centerline of vehicle calculation above results in a negative number, the lateral vehicle offset center of gravity is toward the left side (driver) of the vehicle.

CMVSS 135 and FMVSS 135 – LIGHT VEHICLE BRAKE SYSTEMS
Applies to all types of Incomplete Vehicles Contained in this Document
3500 kg (7,716 lb.) GVWR or less

TYPE 2 The following statement is applicable to all types of Incomplete Vehicles contained in this document with a 3500 kg (7,716 lb.) GVWR or less, (unless otherwise noted on the cover).

This incomplete vehicle when completed will conform to CMVSS 135 and FMVSS 135 provided it is completed in accordance with the following specific conditions by the (intermediate and) final stage manufacturer:

A. Providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

- Anti-Lock Brake System
- Brake assemblies and components (service/ parking) - (i.e. power boosters, master cylinder, wheel cylinder, calipers, rotors, wheel speed sensor, wheel speed sensor wiring, brake lining etc.)
- Brake pedal, brake switch, parking brake pedal or park brake switch and related mechanical components
- Brake system electrical controls and logic
- Gauges and warning devices, and statements
- Hydraulic brake fluid and reservoirs
- Hydraulic brake lines, fittings and routings
- Hydraulic brake valves and components
- Master cylinder-warning statement
- Owner Manual instructions
- Parking brake actuator and related mechanical components
- Power steering or vacuum lines and routing
- Power steering or vacuum pump
- Tires and Wheels
- Vacuum brake lines, fittings and routings
- Vehicle wiring harnesses
- Wheelbases

B. GVWR, GAWR front and rear weight ratings as listed on the Incomplete Vehicle Label affixed to the front cover of this document must not be exceeded.

C. The center of gravity of the total vehicle falls within the areas referenced on the “ALLOWABLE CENTER OF GRAVITY CHART” that follows. Instructions for determining the allowable center of gravity variation are listed below:

These charts detail the envelope of allowable center of gravity variation for completed vehicles. This is significant for the lightly loaded portion of CMVSS 135 and FMVSS 135, which is defined as curb plus 181.4 kg (400 lb.) distributed in the driver-passenger area of the vehicle.

The lightly loaded center of gravity of complete vehicles needs to be restricted so it will meet CMVSS 135 and FMVSS 135 stopping distances. The laden center of gravity does not need to be specified as it is controlled within the CMVSS 135 and FMVSS 135 test procedure by specific instructions as to how ballast is to be placed (while height is not controlled, it is assumed that for test purposes it would be reasonable).

For upfitter use, the center of gravity location can be approximated by the following formula:

$$d = \frac{[Wrc + Wrb + [(Hp)(Wp)/WB]]\ WB}{Wt}$$

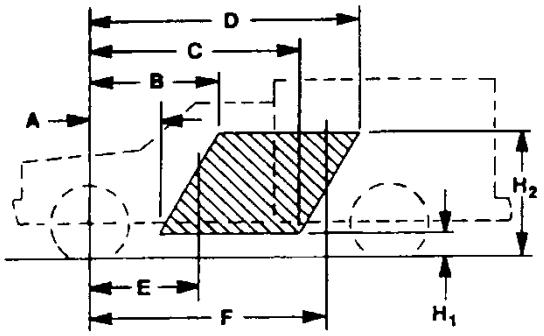
$$h = \frac{[h1Wc + h2Wb + (h3)\ (Wp)]}{Wt}$$

d	=	horizontal distance from front wheels to completed vehicle center of gravity mm (in)
h	=	vertical distance from ground to completed vehicle center of gravity mm (in)
Wrc	=	rear component of Chassis weight kg (lb.)
Wrb	=	rear component of body weight kg (lb.)
WB	=	vehicle wheelbase mm (in)
Wt	=	total weight of chassis and body kg (lb.) plus 181.4 kg (400 lb.)
h1	=	center of gravity height from ground of the Bare Chassis = 711 mm (28 in)
Wc	=	total weight of Chassis kg (lb.)
h2	=	center of gravity height of body from ground mm (in)
Wb	=	total weight of body kg (lb.)
Wp	=	181.4 kg (400 lb.) Amount from lightly loaded definition that is evenly distributed in driver-passenger area of vehicle.
Hp	=	1467 mm (57.76 in) Horizontal distance from front axle to center of gravity of 181.4 kg (400 lb.) evenly distributed in driver-passenger area of vehicle.
h3	=	948 mm (37.32 in) Vertical center of gravity height of 181.4 kg (400 lb.) evenly distributed in driver-passenger area for vehicles with 3500 kg (7,716 lb.) GVWR or less.

CMVSS 135 and FMVSS 135
ALLOWABLE CENTER OF GRAVITY CHARTS

Model	GVWR kg (lb.)	Brake System	Wheel-Base mm (in)	Incomplete, Pickup Box Removal, or Snow Plow Prep Package Vehicles							
				Coordinates of Allowable C/G Variation at CMVSS/FMVSS Unladen, Curb Weight + 181.4 kg (400 lb.) mm (in)						Fwd. C/G Limit mm (in)	RRwd C/G Limit mm (in)
				H_1	H_2	A	B	C	D	E	F
12M53/ T2M53	2722 (6,001)	JL9	3258 (128.3)	305 (12.0)	1219 (48.0)	805 (31.7)	1306 (51.4)	2065 (81.3)	2302 (90.6)	805 (31.7)	2302 (90.6)

ABS = Antilock Braking System
Brake Systems: Vacuum Powered Boosters - JL9.
C/G = Center of Gravity
VSES = Vehicle Stability Enhancement System



C/G of vehicle in CMVSS or FMVSS unladen condition [Curb + 181.4 kg. (400 lb.)] must be inside shaded area – that is, the C/G must be within the trapezoid formed by the coordinates A, B, C, D, H1, & H2, plus the C/G must be to the rear of vertical line E and forward of vertical line F.

FMVSS 138 – TIRE PRESSURE MONITORING SYSTEMS (If Equipped)
Applies to all types of Incomplete Vehicles Contained in this Document
4536 kg (10,000 lb.) GVWR or less

TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to FMVSS 138, providing the vehicle is equipped with a Tire Pressure Monitoring System (TPMS) installed by General Motors, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

- Body control module
- Instrument panel cluster
- Owner's Manual instructions
- Remote start coax antennae (if equipped)
- Tires and Wheels
- TPMS receiver module
- TPMS sensors integral to the valve stems
- Vehicle wiring harness

All incomplete vehicles shipped from the General Motors assembly plant will have tire pressures set for shipping purposes only. It is responsibility of the final stage manufacturer to label the vehicle in compliance to FMVSS 138. In addition, it is the responsibility of the final stage manufacturer to ensure the TPMS system is calibrated to the values printed on the final stage manufacturer's Tire Certification Label or Tire Information Label.

Wheelbase alteration, and/or addition of components may interfere with the TPMS radio frequency signal that may result in a malfunction warning displayed in the Driver Information Center (DIC). **If this condition is observed, submit a request via the "Contact Us" page on the GM Upfitter Integration website located at www.gmupfitter.com**

NOTE: The TPMS is not required to monitor the spare tire, either when it is stowed or when it is installed on the vehicle.

CMVSS 201 and FMVSS 201 – OCCUPANT PROTECTION IN INTERIOR IMPACT
Applies to all types of Incomplete Vehicles Contained in this Document
4536 kg (10,000 lb.) GVWR or less

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 201 and FMVSS 201 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- A, B, C pillar structure
- Air bag system
- Armrests, folding and stationary
- Assist handles
- Body structure
- Door pads
- Door structure
- Headliner
- Instrument panel
- Interior compartment doors
- Roof Structure
- Seat adjusters
- Seats, seat backs and head restraints
- Seat air bag
- Sensing diagnostic module (SDM)
- Sun visors
- Upper interior trim

CMVSS 201 and FMVSS 201 – OCCUPANT PROTECTION IN INTERIOR IMPACT
Applies to all types of Incomplete Vehicles Contained in this Document
4536 kg (10,000 lb.) GVWR or less

TYPE 3 The following statement is applicable to any type of incomplete vehicle contained in this document, 4536 kg (10,000 lb.) GVWR or less, with any seat delete option that is applicable to any seating position (unless otherwise noted on the cover).

Conformity with CMVSS 201 and FMVSS 201 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

NOTE: Any seats installed by intermediate or final stage manufacturers must comply with CMVSS 201 and FMVSS 201. In addition, the "H" point of any seats installed by the intermediate or final stage manufacturers must be located as shown in the **GM Upfitter Integration website located at www.gmupfitter.com.**

CMVSS 202 and FMVSS 202A – HEAD RESTRAINTS
Applies to all types of Incomplete Vehicles Contained in this Document
4536 kg (10,000 lb.) GVWR or less

TYPE 1 The following statement is applicable to all Seating Positions in all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 202 and FMVSS 202A providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below

Seat assemblies equipped with head restraints
Owner Manual instructions

TYPE 3 The following statement is applicable to all designated seating positions in all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb) GVWR or less, with any seat delete option and any seat installed by an intermediate or final stage manufacturer or when any alterations are made to Rear Seating Positions as manufactured by GM (unless otherwise noted on the cover).

Conformity with CMVSS 202 and FMVSS 202A cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

NOTE: If the intermediate or final stage manufacturer adds or modifies seats as manufactured by General Motors, they are also responsible to provide an addendum to the Owner Manual in order to meet CMVSS 202 and FMVSS 202A requirements.

CMVSS 203 and FMVSS 203 – IMPACT PROTECTION FOR THE DRIVER FROM THE STEERING CONTROL SYSTEM
Applies to all types of Incomplete Vehicles Contained in this Document
4536 kg (10,000 lb.) GVWR or less

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) or less (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 203 and FMVSS 203 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Driver's seat assembly
Instrument panel
Steering control system including related hardware
Steering wheel, column, and shaft

TYPE 3 The following statement is applicable to any type of incomplete vehicle contained in this document, 4536 kg (10,000 lb.) GVWR or less, with any driver seat delete option (unless otherwise noted on the cover).

Conformity with CMVSS 203 and FMVSS 203 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

CMVSS 204 and FMVSS 204 – STEERING CONTROL REARWARD DISPLACEMENT
Applies to all types of Incomplete Vehicles Contained in this Document
4536 kg (10,000 lb.) GVWR or less and an unloaded vehicle weight of 2495 kg (5,500 lb.) or less

TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) GVWR or less and an unloaded vehicle weight of 2495 kg (5,500 lb.) or less (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 204 and FMVSS 204 providing the dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below that would affect the steering control system displacement in a 48 kph (30 mph) fixed barrier impact:

- Frame assembly and mounting system
- Front impact bar assembly and mounting system
- Hood and hinge assemblies
- Powertrain and powertrain mounting system
- Steering control system including related hardware
- Steering wheel, column, and shaft assembly
- Tires and wheels
- Vehicle/body front end sheet metal components
- Vehicle/body front end structural components
- Vehicle/body roof structure and components

TYPE 3 The following statement is applicable to any type of incomplete vehicle contained in this document, 4536 kg (10,000 lb.) GVWR or less, with any driver seat delete option (unless otherwise noted on the cover).

Conformity with CMVSS 204 and FMVSS 204 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

CMVSS 205 and FMVSS 205 – GLAZING MATERIALS
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 205 and FMVSS 205 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- Glazing material
- Monogram
- Visibility of the monogram
- Windshield shade banding

Final compliance with CMVSS 205 and FMVSS 205 is the responsibility of the final stage manufacturer for any modifications, or added material, parts, components, or systems.

CMVSS 206 and FMVSS 206 – DOOR LOCKS AND DOOR RETENTION COMPONENTS
Applies to all types of Incomplete Vehicles Contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 206 and FMVSS 206 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Door and pillar systems, including but not limited to:

- Body rear end upper and lower panel
- Door hinges
- Door latch strikers and striker plates
- Door latches
- Door locks
- Door pillars
- Door wedges
- Doors
- Exterior door handles
- Inside lock control linkages

Final compliance with CMVSS 206 and FMVSS 206 is the responsibility of the final stage manufacturer for any modifications, or added material, parts, components, or systems.

CMVSS 207 and FMVSS 207 – SEATING SYSTEMS
Applies to all types of Incomplete Vehicles Contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 207 and FMVSS 207 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- Floor pan assemblies
- Folding seat or seat back latch assembly
- Rear seat lower tubular support
- Seat adjuster assembly
- Seat anchorage brackets, reinforcements, attachment hardware, etc.
- Seat assembly
- Seat or seat back latch assembly
- Seat or seat back latch release control
- Seat or seat back latch striker
- Seat riser

TYPE 3 The following statement is applicable to any type of incomplete vehicle contained in this document, with any seat delete option that is applicable to any seating position (unless otherwise noted on the cover).

Conformity with CMVSS 207 and FMVSS 207 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

CMVSS 208 and FMVSS 208 – OCCUPANT CRASH PROTECTION
Applies to all types of Incomplete Vehicles Contained in this Document

TYPE 2 The following statement is applicable to all types of vehicles contained in this document (unless otherwise noted on the cover) having an unloaded vehicle weight of 2495 kg (5,500 lb.) or less and a GVWR of 3856 kg (8,500 lb.) or less, and built by General Motors with complete seats and seat belt assemblies.

A. The front seating positions provided by General Motors will conform to the requirements of CMVSS 208 and FMVSS 208, providing the dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

   1. The number, location or configuration of the designated seating positions including seats, risers, adjusters

2. The number, placement, installation or model number of the seat belt assemblies provided

3. The owner Manual instructions, the instrument panel or its mounting, the steering column/shaft or its mounting, the knee bolster or its mounting, the steering wheel, horn pad, driver air bag module or its mounting and covering, passenger air bag module or its mounting or covering (if equipped), air bag crash sensors, windshield, or interior trim. Note: For the "Passenger Sensing System" (if equipped), modifying or putting a padded cover on the passenger seat can affect the performance of this system.

4. Sensing and Diagnostic Module (SDM), and all air bag system wiring. Do not relocate or move the SDM, or air bag crash sensors. Do not obstruct the path of air bag deployment. Do not mount any components that produce more than a 20 Gauss magnetic field as measured at the SDM. Speakers/*magnets* must be located at least 12.7 cm (5 in) from the SDM. You must disconnect the SDM before doing any welding on the vehicle, otherwise do not disconnect the SDM. **Caution: To help avoid Personal Injury Due to unwanted air bag inflation, observe the following precautions!** Do not weld, solder, braze, hammer, machine, drill, heat, electrical splice, add onto, remove, relocate, test, paint, loosen or in any way alter air bag components or wiring or fuses. Carpet may be put over the SDM if an appropriate moisture barrier (such as a rubber-matted backing) is supplied. When performing any operation around air bag components or wiring, including but not limited to any operations around the instrument panel, electrical wiring and fuse block, steering column/wheel, and the engine compartment, you must disable the air bag system prior to the operation. If the vehicle is equipped with an SDM, you must disable the air bag system prior to installing intermediate or final stage manufacturer components. *Note: Striking or dropping a powered SDM may cause air bag deployment.* The air bag system must be enabled after operation completion. This must be verified before shipping the vehicle. Instructions for disabling and enabling the air bag system can be found in the GM service manual. **Note: All connectors that have wiring routed between the SDM and an air bag inflator module have yellow connectors.**

5. If the sunvisor is removed or altered, or if the intermediate or final stage manufacturer installs the sunvisor, a new Inflatable Restraints System Caution label must be installed per CMVSS 208 and FMVSS 208 requirements. In order to be in compliance with CMVSS 208 and FMVSS 208, no other label shall be installed on the same side of the sunvisor as the Air Bag Caution label. The instrument panel temporary warning label (if equipped) must not be removed.

6. The vehicle frame, front bumper system, body structure including front sheet metal or other front structure, roof structure, doors, floor pan, dash panel, cowl structure, rocker structure, driveline or contents of the engine compartment by any incomplete or final stage manufacturer which would result in any difference from the modified vehicle's deceleration if the modified vehicle were to be subjected to barrier impact tests conducted per CMVSS 208 and FMVSS 208.

B. The rear seating positions provided by General Motors will conform to CMVSS 208 and FMVSS 208 providing no alterations are made to the number, location or configuration of the designated seats/seating positions or to the number, placement, installation or model number of the seat belt assemblies of this incomplete vehicle.

C. Intermediate or final stage manufacturers are advised that mounting hardware ahead of the bumper/radiator, such as, but not limited to, plows, winches, brush guards, etc., may affect airbag sensing and resultant performance.

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document with respect to any seats, seat belt assemblies or seat belt assembly anchorages installed by the intermediate or final stage manufacturer (unless otherwise noted on the cover).

Conformity with CMVSS 208 and FMVSS 208 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

CMVSS 209 and FMVSS 209 – SEAT BELT ASSEMBLIES
Applies to all types of Incomplete Vehicles Contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

The seat belt assembly provided by General Motors when mounted to its original attachments locations, at any designated seating position, will conform to CMVSS 209 and FMVSS 209 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- Owner Manual instructions
- Seat anchorages
- Seat assemblies
- Seat belt anchorages
- Seat belt assemblies

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document with respect to any seats, seat belt assemblies or seat belt assembly anchorages installed by the intermediate or final stage manufacturer (unless otherwise noted on the cover).

Conformity with CMVSS 209 and FMVSS 209 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

CMVSS 210 and FMVSS 210 – SEAT BELT ASSEMBLY ANCHORAGES
Applies to all types of Incomplete Vehicles Contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 210 and FMVSS 210 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- B, C, and D-pillar structures
- Child restraint system including lower and top tether anchorages, seat brackets, plates and reinforcements
- Floor pan assembly
- Owner Manual instructions
- Roof structure
- Seat assemblies
- Seat belt assemblies
- Seat belt anchorage brackets, plates, and reinforcements
- Seat belt routing
- Seat position/adjustment capability

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document with respect to any seats, seat belt assemblies or seat belt assembly anchorages installed by the intermediate or final stage manufacturer (unless otherwise noted on the cover).

Conformity with CMVSS 210 and FMVSS 210 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

CMVSS 210.1 – TETHER ANCHORAGES FOR RESTRAINT SYSTEMS
Applies to all types of Incomplete Vehicles Contained in this Document to be completed as a Multipurpose Passenger Vehicle or Truck with a 3856 kg (8,500 lb.) GVWR or less and an Unloaded Vehicle Weight of 2495 kg (5,500 lb.) or less

TYPE 1 The following statement is applicable to all multipurpose passenger vehicle or truck types of incomplete vehicles contained in this document with a 3856 kg (8,500 lb.) GVWR or less and an Unloaded Vehicle Weight of 2495 kg (5,500 lb.) or less (unless otherwise noted on the cover).
This incomplete vehicle, when completed, will conform to CMVSS 210.1 provided the original equipment seats are not replaced, no seating positions are removed or added, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the

components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- Air bag manual cut-off switch (if equipped)
- Child restraint system including lower and top tether anchorages, seat brackets, plates and reinforcements
- Access to lower anchorage system
- Floor pan assembly
- Head restraints/head rests
- Labeling requirements
- Owner Manual instructions
- Rear seating position headrests
- Seat assemblies
- Seat belt assemblies
- Seat belt anchorage brackets, plates, and reinforcements
- Seat belt routing
- Seat position/adjustment capability

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document with respect to any seats, seat belt assemblies or seat belt assembly anchorages installed by the intermediate or final stage manufacturer (unless otherwise noted on the cover).

Conformity with CMVSS 210.1 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

CMVSS 210.2 – LOWER UNIVERSAL ANCHORAGE SYSTEMS FOR RESTRAINT SYSTEMS AND BOOSTER CUSHIONS

Applies to all types of Incomplete Vehicles Contained in this Document with a 3856 kg (8,500 lb.) GVWR or less and an Unloaded Vehicle Weight of 2495 kg (5,500 lb.) or less

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 210.2 provided the original equipment seats are not replaced, no seating positions are removed or added, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- Air bag manual cut-off switch (if equipped)
- Child restraint system including lower and top tether anchorages, seat brackets, plates and reinforcements
- Access to lower anchorage system
- Floor pan assembly
- Labeling requirements
- Owner Manual instructions
- Seat assemblies
- Seat belt assemblies
- Seat belt anchorage brackets, plates, and reinforcements
- Seat belt routing
- Seat position/adjustment capability

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document with respect to any seats, seat belt assemblies or seat belt assembly anchorages installed by the intermediate or final stage manufacturer (unless otherwise noted on the cover).

Conformity with CMVSS 210.2 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

CMVSS 212 and FMVSS 212 – WINDSHIELD MOUNTING

Applies to all types of Incomplete Vehicles Contained in this Document 4536 kg (10,000 lb.) GVWR or less

TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover) with a 4536 kg (10,000 lb.) GVWR or less, when completed will conform to CMVSS 212 and FMVSS 212 if:

A. No alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- Air bag crash sensors
- Air bag system including covers and module
- Air bag system wiring harnesses, connectors, and fuses/relays
- Dash panel and cowl assembly
- Doors and hinge assemblies
- Frame assembly and mounting system
- Front impact bar assembly and mounting system
- Hood and hinge assemblies
- Powertrain and powertrain mounting system
- Seat anchorages
- Seat assemblies
- Seat belt anchorages
- Seat belt assemblies
- Sensing and Diagnostic Module (SDM) and retainers/brackets
- Steering control system including related hardware
- Steering wheel, column, and shaft assembly
- Sun visor assemblies
- Vehicle/body front sheet metal components/reinforcements
- Vehicle/body front structural components/reinforcements
- Vehicle/body roof structure and components
- Windshield and windshield mounting system
- Windshield frame/frame reinforcement

B. During a 48 kph (30 mph) frontal barrier impact test, no component installed by any intermediate or final stage manufacturer shall move forward from its permanently mounted position

1. The dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded.

2. The minimum vertical clearance between the cab roof and any portion of the installed body or accessories that extends over the cab roof must not be less than 20 cm (8 in).

CMVSS 213.4 and FMVSS 213 – BUILT-IN CHILD RESTRAINT SYSTEMSAND BUILT-IN BOOSTER CUSHIONS

Applies to all types of Incomplete Vehicles contained in this Document

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

Conformity with CMVSS 213.4 and FMVSS 213 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

CMVSS 214 and FMVSS 214 – SIDE IMPACT PROTECTION

Applies to all types of Incomplete Vehicles contained in this Document
4536 kg (10,000 lb.) GVWR or less – Static
2722 kg (6,000 lb.) or less – Moving Deformable Barrier
4536 kg (10,000 lb.) GVWR or less – Oblique Vehicle to Pole Impact

TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document with a 4536 kg (10,000 lb.) GVWR or less for static and oblique vehicle to pole requirements, and with a 2722 kg (6,000 lb.) GVWR or less for moving deformable barrier requirements (unless otherwise noted on the cover).
This incomplete vehicle, when completed, will conform to CMVSS 214 and FMVSS 214 providing:

A. No alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

- Air bag crash sensors
- Air bag system including covers and module
- Door trim panels
- Door wedges
- Door window mechanisms

Air bag system wiring harnesses, connectors, and fuses/relays
Body structure including roof structure and components
Body sheet metal components/reinforcements
Door assemblies
Door hinges
Door latch mechanisms
Door latch strikers and striker plates
Door latches
Door pillars
Seat air bags
Seat anchorages
Seat assemblies and adjusters
Seat belt anchorages
Seat belt assemblies
Sensing and Diagnostic Module (SDM) and retainers/brackets
Side curtain airbag system (if equipped)
Tires and Wheels
Upper interior trim including headliner
Vehicle frame

B. The (intermediate and) final stage manufacturer conforms to the following:

1. a box, platform, or other rear structural assembly must be installed on the back of the vehicle.

2. the rear assembly structure must provide comparable stiffness to the pickup box sold as original equipment as part of the complete vehicle version of this product.

3. the method of rear assembly structure mounting and mount properties (material and structural) are similar to those used to attach the pickup box sold as original equipment as part of the complete vehicle version of this product.

4. the dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded.

CMVSS 216 and FMVSS 216a – ROOF CRUSH RESISTANCE
Applies to all types of Incomplete Vehicles contained in this Document
4536 kg (10,000 lb.) GVWR or less

TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document with a 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on cover).

A. This incomplete vehicle conforms to CMVSS 216 and FMVSS 216a providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

A, B, C pillar structure
Air bag system
Antennae
Assist handles
Body roof structure and components/reinforcements
Body sheet metal components/reinforcements
Body structural components/reinforcements
Dash panel and cowl structure
Door pads
Door structure
Front, rear and side glazing materials and mounting
Headliner
Hood assembly
Hood mounts
Instrument panel
Interior compartment doors
Motor compartment structure and components
Roof Structure
Seat adjusters
Seats, seat backs and head restraints
Structural components and door assemblies
Sun visors
Upper interior trim
Windshield and windshield frame

B. For vehicles with a GVWR of 2722 kg (6000 lb.) or less, the maximum unloaded vehicle mass may not exceed 2100 kg (4633 lbs.).

C. For vehicles with a GVWR greater than 2722 kg (6000 lb.) and 4536 kg (10,000 lbs.) or less, the maximum unloaded vehicle mass may not exceed 3150 kg (6945 lbs.).

CMVSS 219 and FMVSS 219 – WINDSHIELD ZONE INTRUSION
Applies to all types of Incomplete Vehicles contained in this Document
4536 kg (10,000 lb.) GVWR or less

TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document with a 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 219 and FMVSS 219 providing:

A. No alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Antennae
Body roof structure and components/ reinforcements
Body sheet metal components/reinforcements
Body structural components/reinforcements
Dash panel and cowl structure
Hood assembly
Hood mounts
Motor compartment structure and components
Windshield wiper
Windshield wiper motor

B. The dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded.

C. During a 48 kph (30 mph) frontal barrier impact test:

1. no component installed by any intermediate or final stage manufacturer shall prevent the hood from folding in its designed folding pattern; and

2. no component installed by any intermediate or final stage manufacturer shall penetrate the windshield or protected zone.

CMVSS 220 and FMVSS 220 – SCHOOL BUS ROLLOVER PROTECTION
For all types of Incomplete Vehicles contained in this Document
4536 kg (10,000 lb.) GVWR or less using CMVSS 220 or FMVSS 220 as an Alternative Compliance procedure for CMVSS 216 and FMVSS 216a

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

Conformity with CMVSS 220 and FMVSS 220 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

FMVSS 225 – CHILD RESTRAINT ANCHORAGE SYSTEMS
Applies to all types of Incomplete Vehicles Contained in this Document
3855 kg (8,500 lb.) GVWR or less

TYPE 1 The following statements are applicable to all types of incomplete vehicles contained in this document with seats installed by General Motors (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to FMVSS 225 provided the original equipment seats are not replaced, no seating positions are removed or added, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Air bag manual cut-off switch (if equipped)
Seat assemblies
Seat belt assemblies

Child restraint system including lower and top tether anchorages, seat brackets, plates and reinforcements
Access to top tether and lower anchorage systems
Floor pan assembly
Head restraints/head rests
Owner Manual instructions
Seat belt anchorage brackets, plates, and reinforcements
Seat belt routing
Seat position/adjustment capability

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document with seat or seat belt delete options in any seating position (unless otherwise noted on the cover).

Conformity with FMVSS 225 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

CMVSS 226 and FMVSS 226 – EJECTION MITIGATION
Applies to all types of Incomplete Vehicles Contained in this Document 4536 kg (10,000 lb.) GVWR or less

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document, 4536 kg (10,000 lb.) GVWR or less (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 226 and FMVSS 226 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

A, B, C pillar structure
Air bag system
Assist handles
Body structure
Door pads
Door structure
Headliner
Instrument panel
Roof rail air bag
Roof structure
Seat adjusters
Seats, seat backs and head restraints
Seat air bag
Sensing diagnostic module (SDM)
Sunvisors
Upper interior trim
Window Glazing

CMVSS 301 and FMVSS 301 – FUEL SYSTEM INTEGRITY
Refer to Vehicle Types, GVWRs, and Applicable Statements that follow

TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document 4536 kg (10,000 lb.) GVWR or less with any Incomplete Option (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to CMVSS 301 and FMVSS 301 providing it is completed in accordance with the following specific conditions by the (intermediate and) final stage manufacturer:

A. The following items when installed by General Motors will conform providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

Fuel filler door assembly
Fuel filter
Fuel hose shields
Fuel pipes and hose assemblies
Fuel system
Fuel system attaching or protective structure
Fuel system control module
Fuel tank filler neck/pipe assembly
Fuel tank filler neck/pipe fasteners
Fuel tank filler neck/pipe hose clamp/clamp assembly
Fuel tank filler neck/pipe housing assembly
Fuel tank filler neck/pipe plate
Fuel tank filler neck/pipe vent hose

Fuel system fasteners and retainers
Fuel tank assembly
Fuel tank cap assembly
Fuel tank filler neck hose
Fuel tank filler neck/pipe vent hose clamp/strap
Fuel tank meter assembly
Fuel tank shields
Fuel vapor lines and canister assembly

B. The (intermediate and) final stage manufacturer conforms to the following:

1. a box, platform, or other rear structural assembly must be installed on the back of the vehicle.

2. the rear assembly structure must provide comparable stiffness to the pickup box sold as original equipment as part of the complete vehicle version of this product.

3. the method of rear assembly structure mounting and mount properties (material and structural) are similar to those used to attach the pickup box sold as original equipment as part of the complete vehicle version of this product.

4. The dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded.

C. This incomplete vehicle, when completed, will conform to CMVSS 301 and FMVSS 301 Fuel System Integrity if:

1. No alterations are made to the fuel system and attaching or protective structure, the contents or arrangement of the engine compartment, the powertrain and driveline, the cab structure, the chassis structure, the bumper system, door structure, or tires and wheels.

2. The dimension and mass as well as other restrictions (excluding the Maximum Frontal Area) found in MVSS 301 Table A, are not exceeded.

3. The final stage manufacturer completes the fuel filler neck and fuel level sender installation(s) according to “Best Practices” or “Special Applications (if applicable)” sections found within the **GM Upfitter Integration website located at www.gmupfitter.com**

4. During all barrier impact tests:

a. No component installed by any intermediate or final stage manufacturer impinges or causes distortion to the fuel system with sufficient energy to puncture or separate the fuel system.

b. No vehicle modification by any intermediate or final stage manufacturer results in any portion of the vehicle impinging upon or causing distortion to the fuel system with sufficient energy to puncture or separate the fuel system. Care should be taken that the structural integrity of the vehicle is restored following any modification of the structure.

c. Any body installed by an intermediate or final stage manufacturer is mounted securely to absorb loads and prevent movement relative to the frame which could cause any fuel system component to be punctured, separated or otherwise damaged when tested to applicable procedures of CMVSS 301 or FMVSS 301.

TABLE A

Models	GVWR Kg (lb.)	Engine (RPO)	General Body Types	Maximum Body Center of Gravity Height cm (in)	Maximum Body Height cm (in)	Maximum Unloaded Vehicle Weight (Completed Vehicle Maximum Weight) kg (lb.)	Maximum Body Weight kg (lb.)	Maximum Frontal Area m^2 (ft^2)
12M53 Chevy Ext Cab	2722 (6,001)	3.6 L Gas (LGZ)	Service Body	51.4 (20.2) above the frame	177.8 (70) above the frame	2189 (4,826)	519 (1,144)	4.11 (44.2)

Models	GVWR Kg (lb.)	Engine (RPO)	General Body Types	Maximum Body Center of Gravity Height cm (in)	Maximum Body Height cm (in)	Maximum Unloaded Vehicle Weight (Completed Vehicle Maximum Weight) kg (lb.)	Maximum Body Weight kg (lb.)	Maximum Frontal Area m^2 (ft^2)
T2M53 GMC Ext Cab	2722 (6,001)	3.6 L Gas (LGZ)	Service Body	51.4 (20.2) above the frame	177.8 (70) above the frame	2189 (4,826)	519 (1,144)	4.11 (44.2)

Notes:

- **Table A above applies to ONLY incomplete vehicles (RPO: &VXT) as manufactured by GM without pick-up boxes (RPO: &ZW9).**
- On page 2 within this document, before each vehicle illustration and after the word TYPE, is a list of types of vehicles into which the incomplete vehicle is designed to be manufactured. For the allowable vehicle TYPE(s), CMVSS 301 and FMVSS 301 only applies to vehicles with a 4536 kg (10,000 lb.) GVWR or less. As a result, Table A does not include data for GVWRs exceeding 4536 kg (10,000 lb.) GVWR.
- For all included models, the maximum cab to body clearance is 7.6 cm (3.0 in)
- **CA (back of cab sheet metal to centerline of rear axle dimensions) are located within the "Body Builder Manuals" on the GM Upfitter Integration website located at www.gmupfitter.com**
- * The Maximum Frontal Area column applies to: PART II, U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS AND EPA/NHTSA GREENHOUSE GAS/ FUEL ECONOMY REGULATIONS.
- The completed vehicle Maximum Unloaded Vehicle (Curb) Weight, and/or GVWR, and/or frontal area should not be exceeded. If any of these restrictions are exceeded, re-certification by the final stage manufacturer will be required.
- The Maximum Body Weight equals the Maximum Unloaded Vehicle (curb) Weight minus the incomplete Cab & Chassis (curb) weight as manufactured by GM. The actual vehicle (curb) weight must be determined by weighing the vehicle with fuel and fluids filled, minus occupants and cargo. The Maximum Body Weight in Table A is based on the maximum possible incomplete Cab & Chassis (curb) weight as manufactured by GM. It may be permissible to exceed the Maximum Body Weight (as stated in Table A), provided the Maximum Unloaded Vehicle (curb) Weight (as stated in Table A) is not exceeded at final stage manufacturer completion.
- Also see the Vehicle Emission Control Information Label in the vehicle engine compartment for maximum completed vehicle curb weight, GVWR, and frontal area restrictions, if applicable.
- Note: WB refers to wheelbase; GVWR refers to Gross Vehicle Weight Rating.

CMVSS 301.1 – LPG FUEL SYSTEM INTEGRITY
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

Conformity with CMVSS 301.1 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard**.**

CMVSS 302 and FMVSS 302 - FLAMMABILITY OF INTERIOR MATERIALS
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed will conform to CMVSS 302 and FMVSS 302 providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below:

All trim panels including door, front, rear and side panels
Arm rests
Compartment shelves
Console
Engine compartment covers
Floor coverings
Head restraints
Headlining
Headrests
Instrument panel
Seat assemblies
Seat backs
Seat belts
Seat cushions
Shades
Sun visors
Wheel housing covers

NOTE: The list above also includes any other interior materials, such as padding and crash deployed elements that are designed to absorb energy on contact by occupants in the event of a crash.

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover). If the intermediate or final stage manufacturer installs any items but not limited to those listed above (examples: Curtains, Engine compartment cover, Mattress covers, Shades and Wheel housing covers, etc.), they must also meet the requirements of this CMVSS 302 and FMVSS 302.

Conformity with CMVSS 302 and FMVSS 302 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

CMVSS 301.2 and FMVSS 303 – CNG FUEL SYSTEM INTEGRITY
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

Conformity with CMVSS 301.2 and FMVSS 303 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

FMVSS 304 – COMPRESSED NATURAL GAS FUEL CONTAINERS
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

Conformity with FMVSS 304 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

FMVSS 403 – PLATFORM LIFT SYSTEMS
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

Conformity with FMVSS 403 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

FMVSS 404 – PLATFORM LIFT INSTALLATIONS IN MOTOR VEHICLES
Applies to all types of Incomplete Vehicles contained in this Document

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

Conformity with FMVSS 404 cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the standard.

PART II

U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS AND EPA/NHTSA GREENHOUSE GAS EMISSIONS/FUEL ECONOMY REGULATIONS

Incomplete vehicles come in three major classifications: (1) Light Duty Vehicles, Light Duty Trucks, and Heavy Duty Vehicles (Light and Including Medium Duty in California) are certified by the primary manufacturer and the vehicle is labeled as being in compliance with emission and fuel economy requirements. (2) Heavy Duty Vehicles are required to have an engine certified by the engine manufacturer and bear an engine emissions label, and if a gasoline vehicle, also bear an evaporative emissions label. is labeled as being in compliance with emission and fuel economy requirements. (3) Light Duty Vehicles certified and labeled by the intermediate or final stage vehicle manufacturer as being in compliance with emission and fuel economy requirements.

Reference PART I CMVSS 301 and FMVSS 301 Table A. The completed vehicle Maximum Unloaded Vehicle (Curb) Weight, GVWR, and/or Maximum Frontal Area restrictions shown in Table A should not be exceeded. If any of these restrictions are exceeded, re-certification by the final stage manufacturer will be required.

In addition, all gasoline/gasoline-ethanol blend powered Federal/California Light Duty, Medium Duty and Heavy Duty Vehicles are required to have an approved fuel evaporative emission control system. Vehicles certified to Heavy Duty gasoline emission standards also require special evaporative emission labeling. In order to assure that Environmental Protection Agency (EPA), National Highway Traffic Safety Administration (NHTSA), California and Canada Emission Certification and/or Fuel Economy/Greenhouse Gas regulations are met, this vehicle must be completed in strict accordance with all instructions contained in this document, especially the following instructions which relate to:

EMISSION RELATED COMPONENTS

TYPE 1 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

A. This incomplete vehicle, when completed, will conform to U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS AND EPA/NHTSA GREEENHOUSE GAS EMISSIONS/FUEL ECONOMY REGULATIONS providing the vehicle is completed in strict accordance with all statements included in this document, especially those that relate to: "EMISSION RELATED COMPONENTS, and no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the components, assemblies or systems, as manufactured by General Motors, including but not limited to those listed below (if equipped):

- Air Injection Reaction (AIR) System
- Axle
- Brake System
- Catalytic Converter
- Components for All Wheel Drive (AWD) System: axle, Power Take-Off Unit (PTU), propshaft
- Diesel Exhaust Emission Reduction Fluid (DEF) system, including, but not limited to: associated plumbing, fill neck assembly heated delivery line, heater, injector, level sensor, pump, sensors, tank temperature sensor
- Diesel Exhaust System, including, but not limited to: NOx Sensors, NOx Sensor Control Module, Diesel Exhaust (HCI) Direct Fuel Injector System, associated plumbing, injectors, injector controller and calibrations
- Diesel/Bio-Diesel blend Particulate Filter (DPF) system, including, but not limited to: diesel/bio-diesel blend particulate filter assembly diesel/bio-diesel blend oxidation catalyst assembly, exhaust crankcase emission control system, evaporative emission control system, Exhaust Gas Recirculation (EGR) system, fuel delivery and injection system, glow plugs, Glow Plug Control Module (GPCM), ignition system, Positive Crankcase Ventilation (PCV) system
- Engine Electronics, including, but not limited to: coolant temperature sensor, ECM/GPCM/PCM/VCM, engine speed sensor, mass air flow sensor, calibrations/software
- Exhaust oxygen sensors
- Exhaust system
- Intake System, including, but not limited to: air induction components/system ducts, filter, mass air flow sensor, intake air heater
- Onboard Diagnostics Emission System
- Tires and Wheels
- Transaxle/Transmission Assembly
- Transaxle/Transmission Electronics, including, but not limited to: calibrations/software Transmission Control Module (TCM)

system pressure differential assembly and/or plumbing, exhaust temperature sensor
Engine Assembly, including, but not limited to: cooling fan and drive system,
Turbo Charging System, associated equipment and controls

NOTE: The Tailpipe Rear Cooler Assembly is non-emissions related. If equipped, to ensure adequate control of exhaust temperature, the intermediate or final stage manufacturer must complete tailpipe (loose kit) installations according to the instructions provided.

B. Cold tire pressure as listed for front and rear on the Incomplete Vehicle Label affixed to the front cover of this document must be maintained.

C. GVWR, GAWR front and rear weight ratings as listed on the Incomplete Vehicle Label affixed to the front cover of this document must not be exceeded.

NOTES: All Federal/California gasoline/gasoline-ethanol blend powered heavy duty vehicles (except those equipped with option NJ2, Temporary Fuel Tank) will have an evaporative emission control system that is certified for a fuel tank capacity for the vehicle as built. Intermediate or Final Stage Manufacturers wishing to add fuel tank capacity beyond the original equipment fuel tank capacity must recertify that the Modified Fuel System meets Evaporative Emission Regulations in effect at the time of original vehicle manufacture. Compliance with applicable exhaust and evaporative emission requirements is the responsibility of the final stage manufacturer.

Vehicles equipped with option NJ2 - Temporary Fuel Tank do not have an evaporative emission control system.

D. Further compliance with applicable fuel evaporative emissions requirements will be maintained providing the intermediate or final stage manufacturer completes the fuel filler neck and fuel level sender installation(s) according to "Best Practices" or "Special Applications (if applicable)" sections found within the **GM Upfitter Integration website located at www.gmupfitter.com**

Compliance with applicable fuel evaporative emission regulations will be maintained if no alterations are made to change material or increase the size or length or position of the following non-metallic fuel and evaporative emission hoses:

Fuel feed hoses front and rear
Fuel return hoses front and rear
Fuel tank filler hoses to filler neck
Fuel tank vent hoses to filler neck
Fuel vapor lines at canister
Fuel vapor lines from engine to chassis pipes
Fuel vapor lines from fuel tank sender to chassis pipes

E. This incomplete vehicle, when completed, will have an estimated fuel economy value determined in accordance with 40 CFR Part 600. This value is displayed on a fuel economy label prepared in accordance with the United States Environmental Protection Agency's fuel economy regulations by General Motors and furnished with this vehicle.

This incomplete vehicle, when completed, must not exceed the Maximum Unloaded Vehicle (Curb) Weight, GVWR, and/or Maximum Frontal Area restrictions shown in CMVSS 301 and FMVSS 301 Table A. To do so will invalidate the fuel economy value determined by the GM Powertrain – Emission Compliance and Certification Group, General Motors and the emissions certification issued by the United States Environmental Protection Agency or the state of California where applicable. RLHP setting and measuring procedures are described in Mobile Source Air Pollution Control Advisory Circular number 55c, for twin roll dynamometer procedures and EPA's Dear Manufacturer guidance letter VPCD-98-16 for single roll procedures, both of which are available from the United States Environmental Protection Agency.

NOTES: The "Vehicle Test Weight" (shown above) includes the weight of a vehicle with standard equipment, oil, lubricants, coolant and a full tank of fuel also including 136 kg (300 lb.) to allow for the weight of two 68 kg (150 lb.) passengers.

"Vehicle Curb Weight" (shown above) is defined as the weight of a "completed vehicle" with standard equipment, oil, lubricants, coolant and a full tank of fuel. Note: This definition may differ from definitions used by governmental regulatory agencies.

TYPE 3 The following statement is applicable to all types of incomplete vehicles contained in this document manufactured with a gasoline engine, and having an auxiliary heat exchanger installed in the engine cooling system by a subsequent stage manufacturer (unless otherwise noted on the cover).

Conformity with CMVSS, U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS AND EPA FUEL ECONOMY REGULATIONS cannot be determined based upon the components supplied on the incomplete vehicle, and General Motors makes no representation to conformity with the regulations.

NOTE: This non-permitted modification will continually set Service Engine Diagnostic Codes.

SPECIFICATION FOR FILL PIPES AND OPENINGS OF 2016 AND SUBSEQUENT MODEL MOTOR VEHICLE FUEL TANKS (APPLICABLE ONLY TO CALIFORNIA GASOLINE/GASOLINE-ETHANOL BLEND POWERED VEHICLES)

TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to Title 13, California Code of Regulations Section 2235, and the "Specifications for Fill Pipes and Openings of 2015 and subsequent Model Year Motor Vehicle Fuel Tanks", dated March 22, 2012, providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the fuel filler neck(s) and any intermediate or final stage manufacturer completes the fuel filler neck installation(s) according to the instructions which are furnished in the loose parts box.

LABELS

TYPE 2 The following statement is applicable to all types of incomplete vehicles contained in this document (unless otherwise noted on the cover).

This incomplete vehicle, when completed, will conform to U.S. EPA, CALIFORNIA, AND CANADIAN EXHAUST & EVAPORATIVE EMISSION REQUIREMENTS AND EPA/NHTSA GREENHOUSE GAS EMISSIONS/FUEL ECONOMY REGULATION labeling requirements providing no alterations are made which affect the function, physical, chemical, or mechanical properties, environment, location or vital spatial clearances of the Emission Control related Information Labels that are permanently affixed. The labels are required by government regulation and must not be obstructed from view or defaced so as to impair their visibility or legibility. In addition, an EPA/DOT Fuel Economy and Environment Label may be affixed to the window glass of the incomplete vehicle as manufactured by General Motors. If equipped, the label must remain in place until this vehicle is received by the ultimate customer.

NOTES